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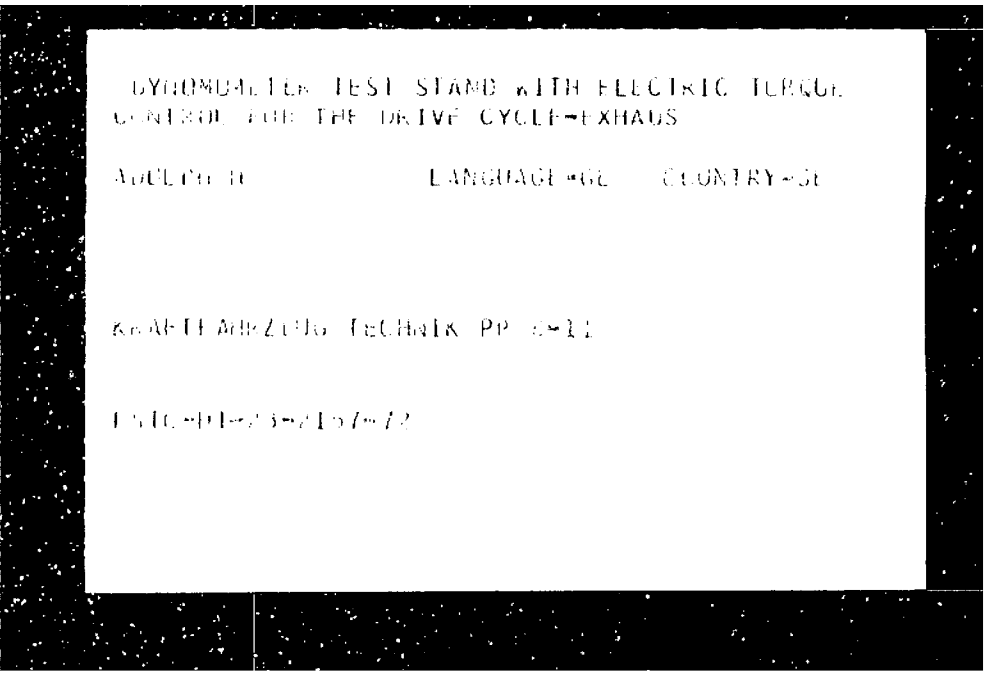

DYNOMOMETER TEST STAND WITH ELECTRIC TORQUE
CONTROL FOR THE DRIVE CYCLE-EXHAUS

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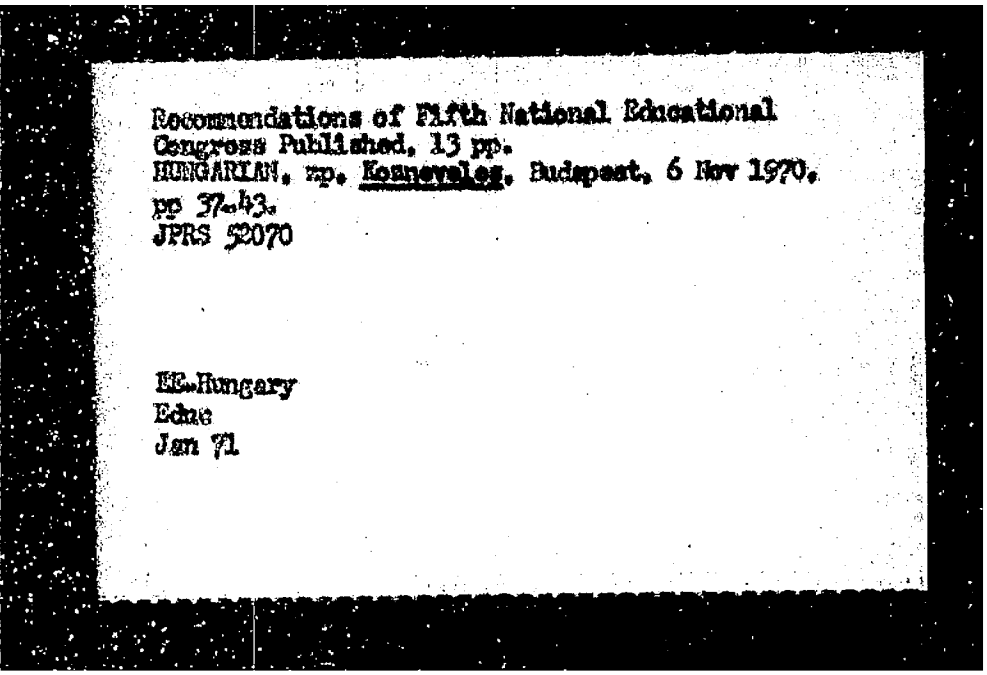

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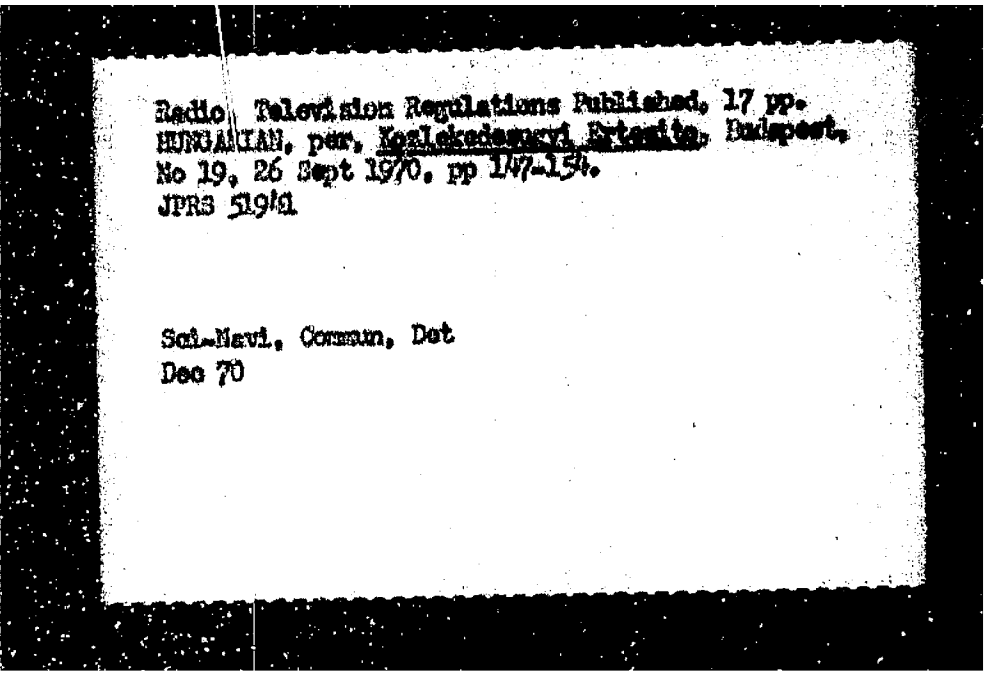

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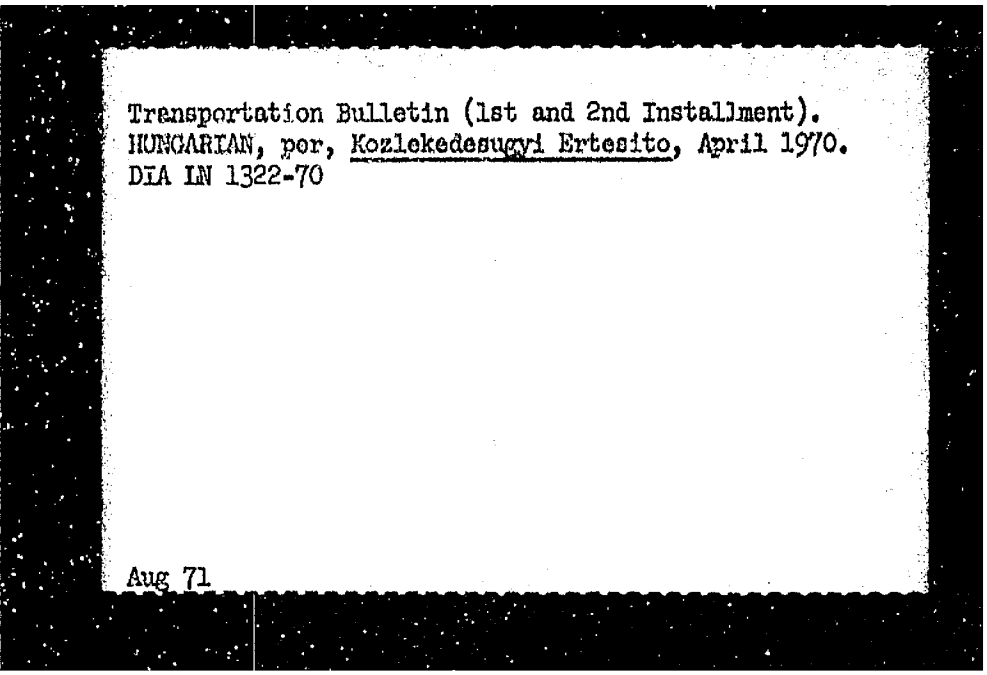
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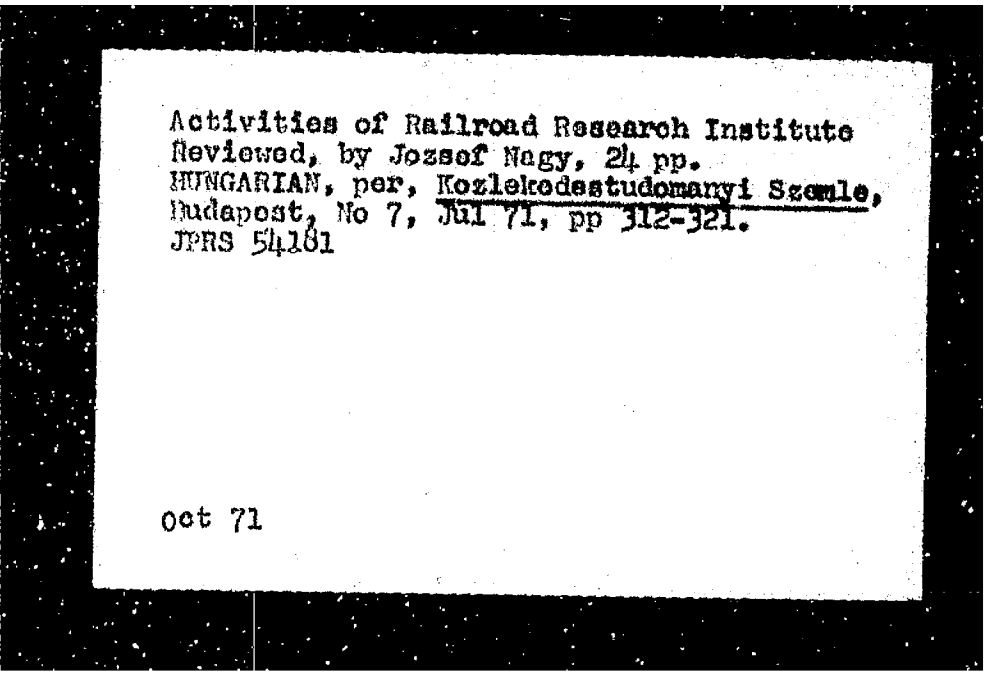

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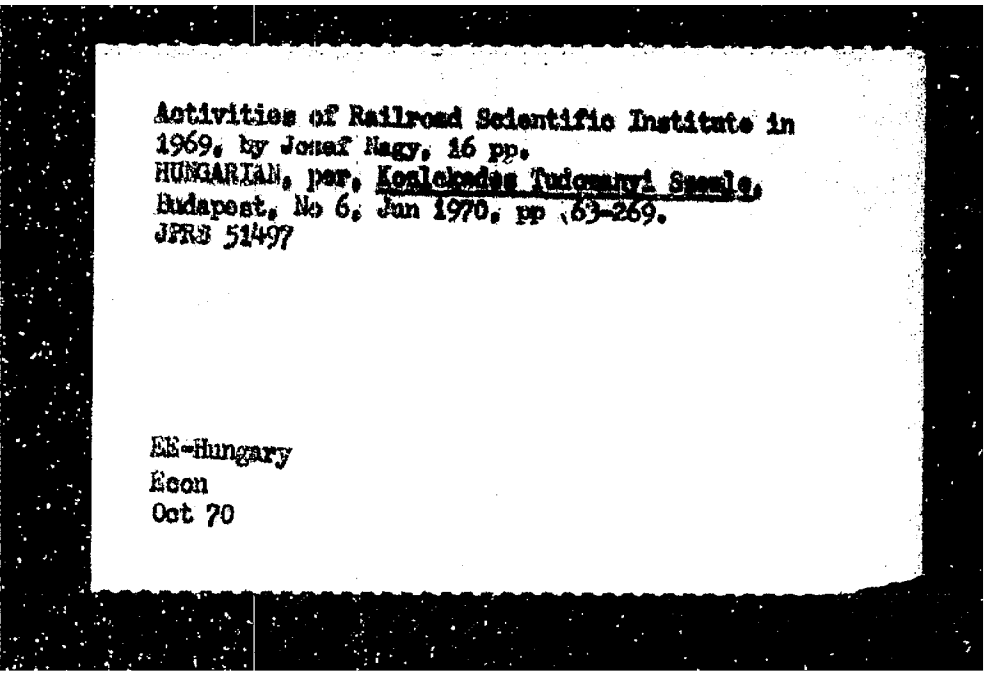

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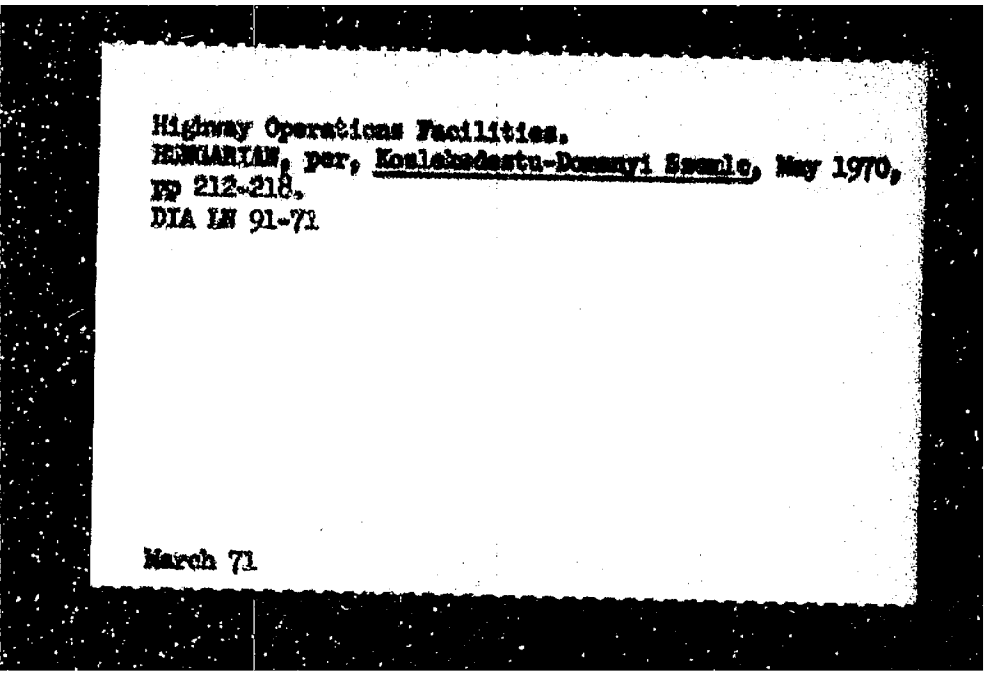

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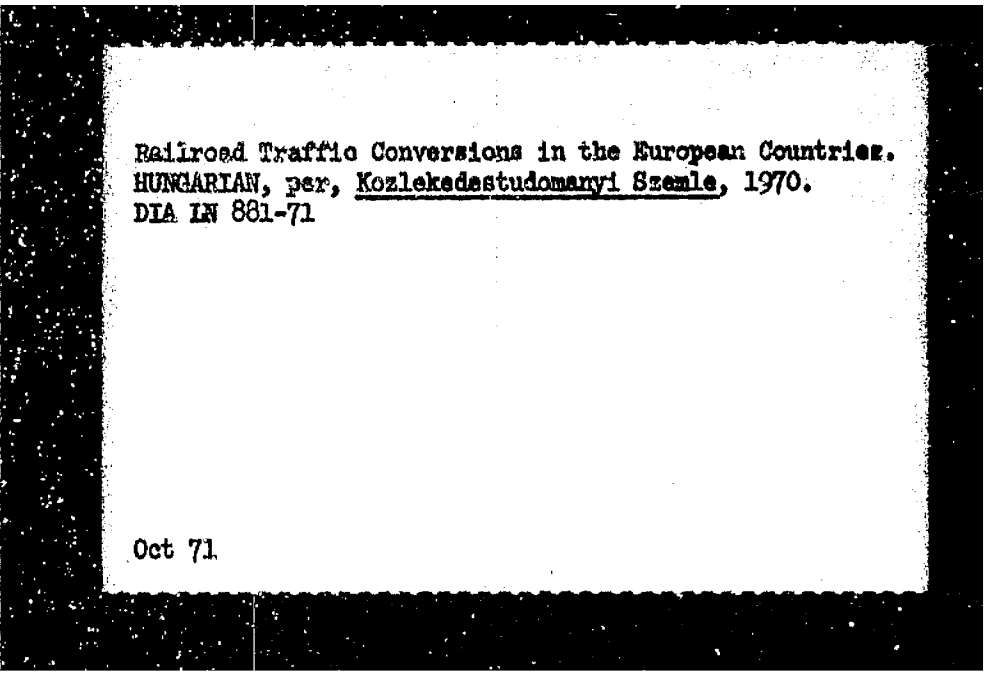
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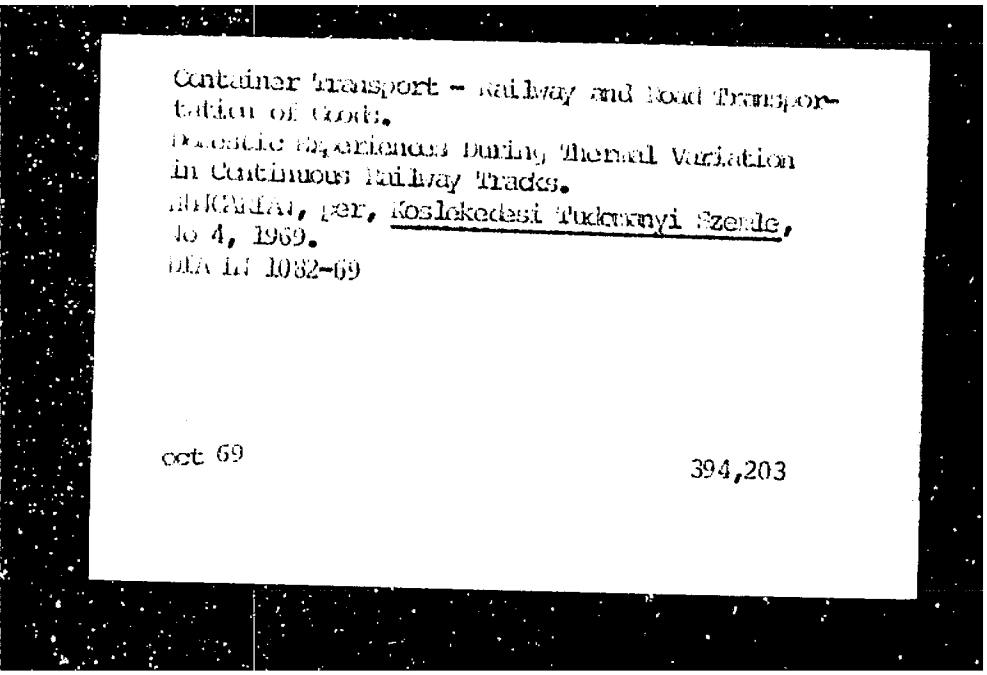

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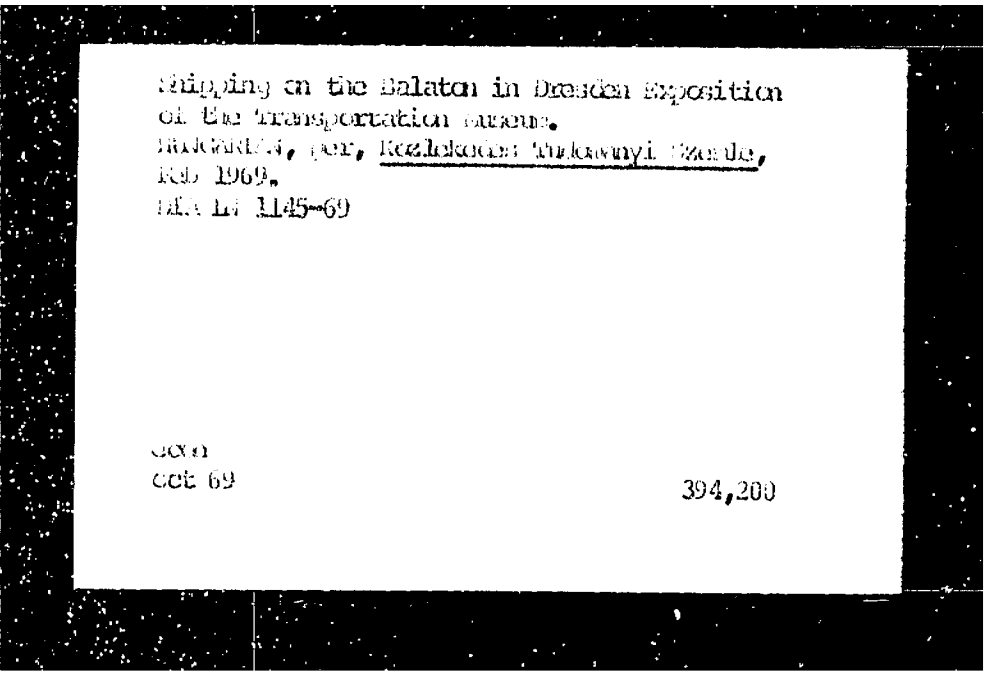

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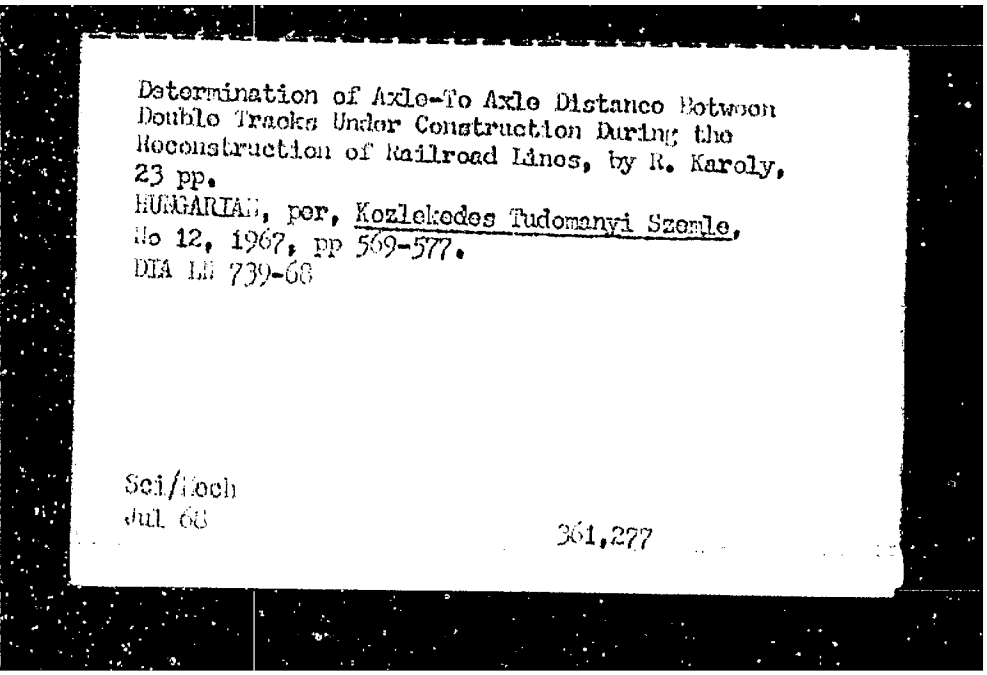

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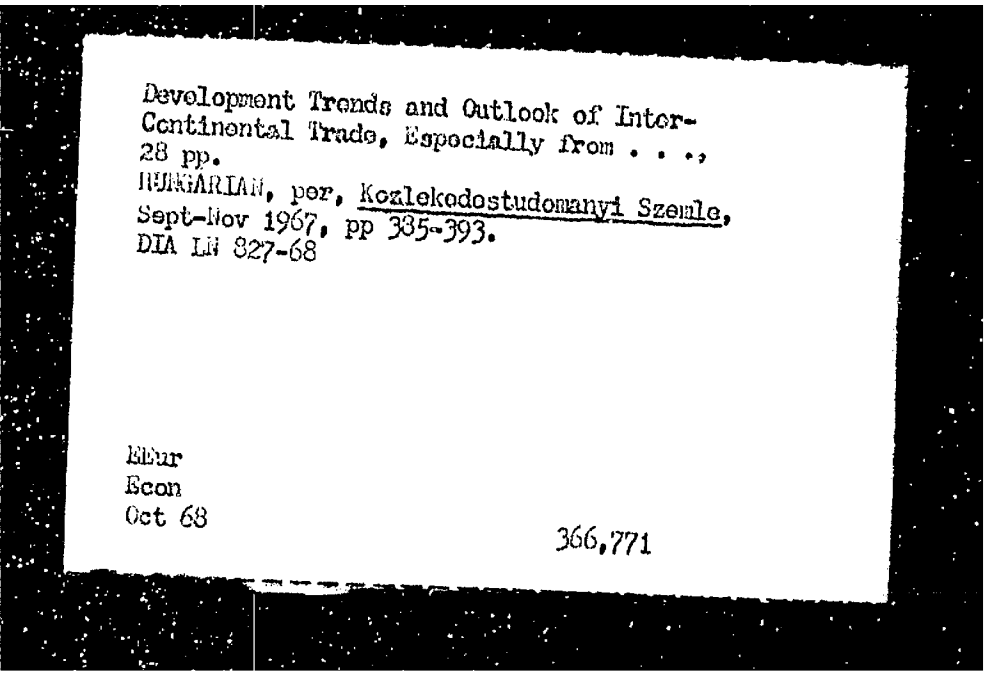

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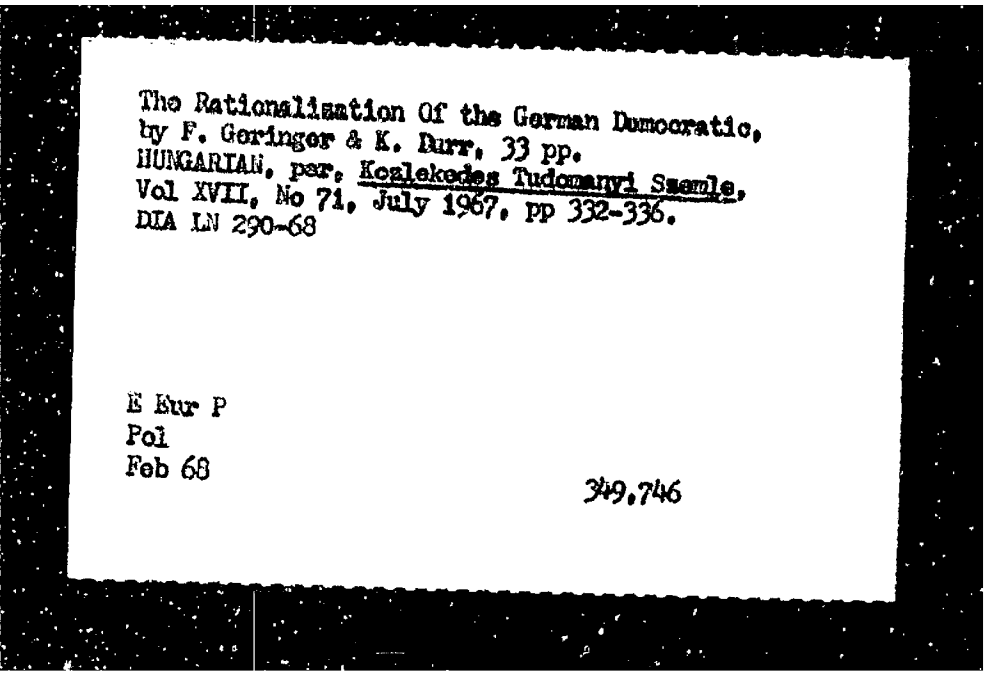

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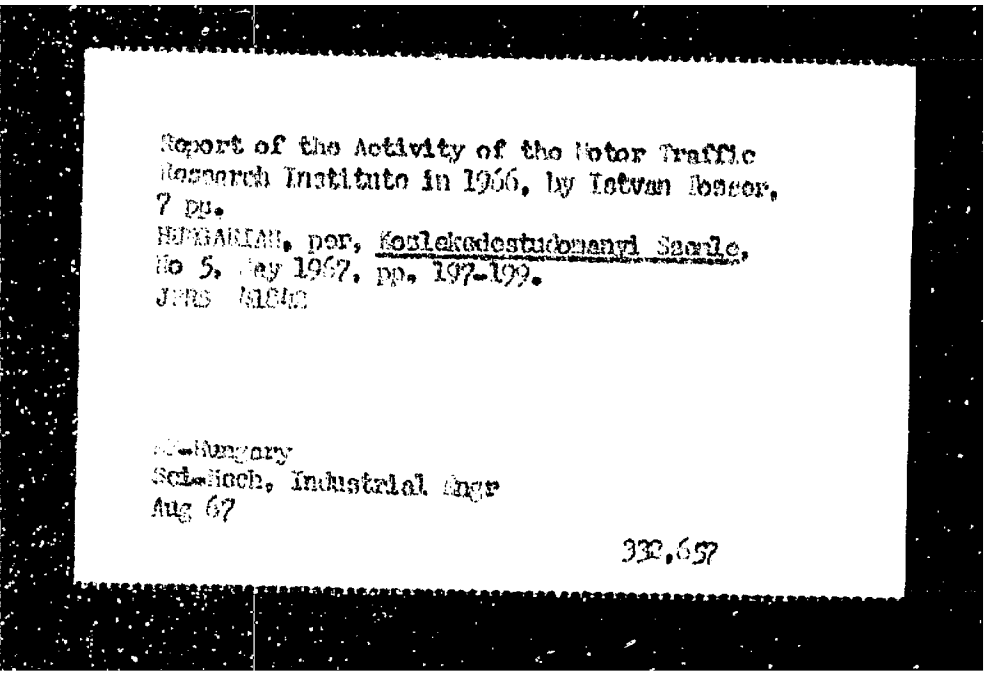

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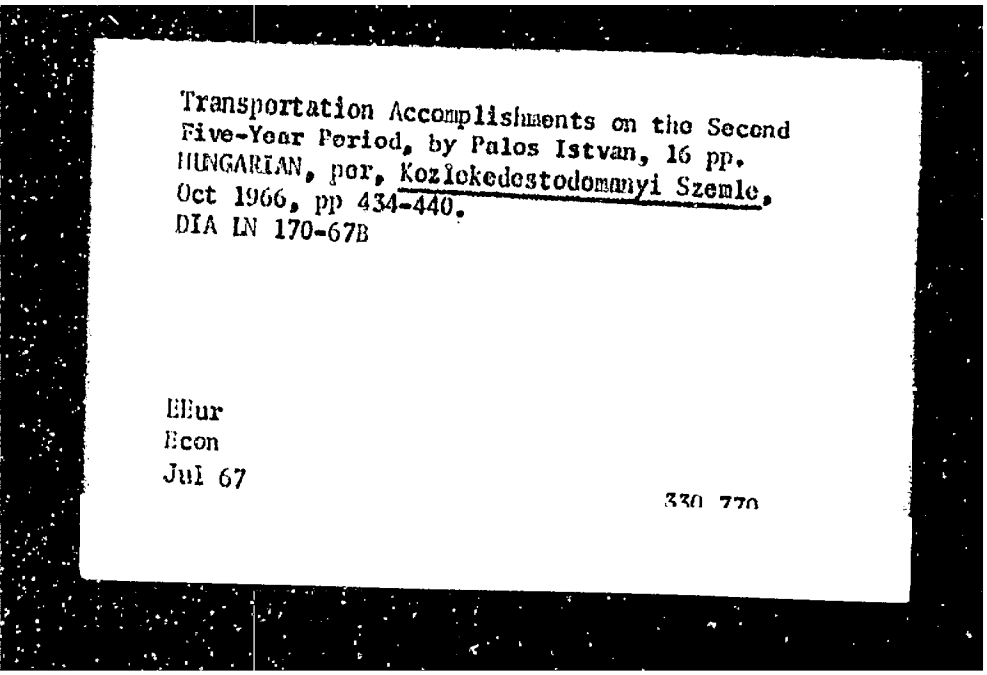

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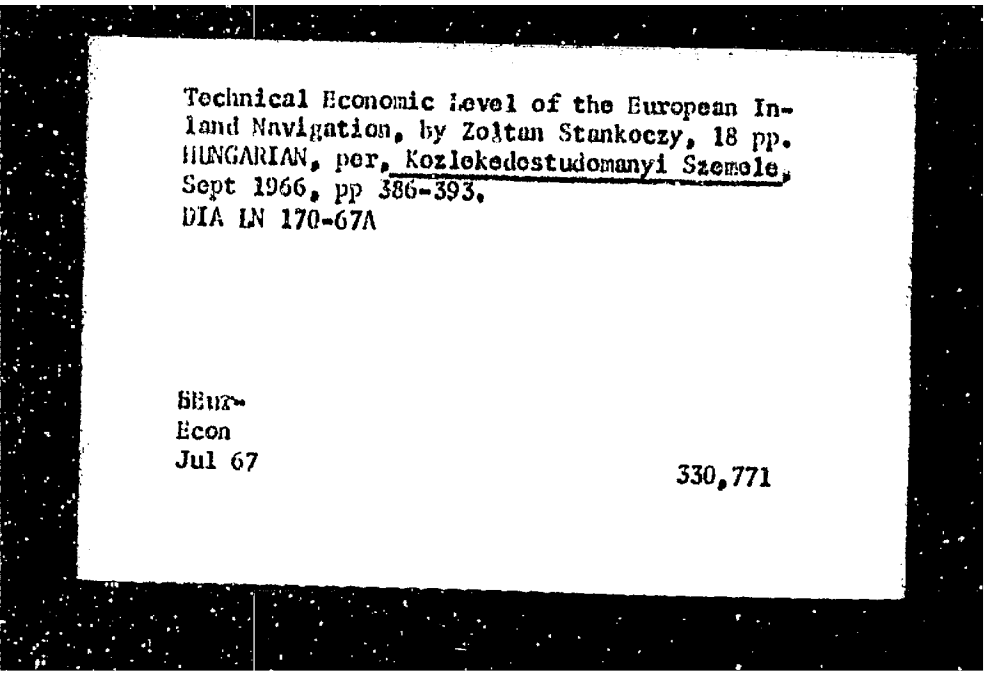

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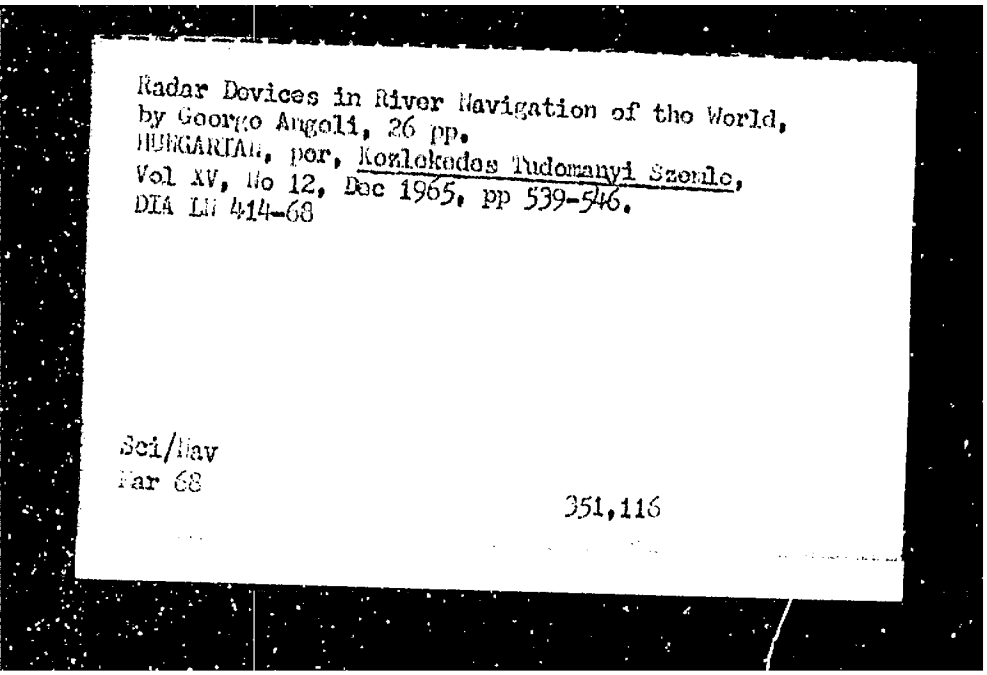

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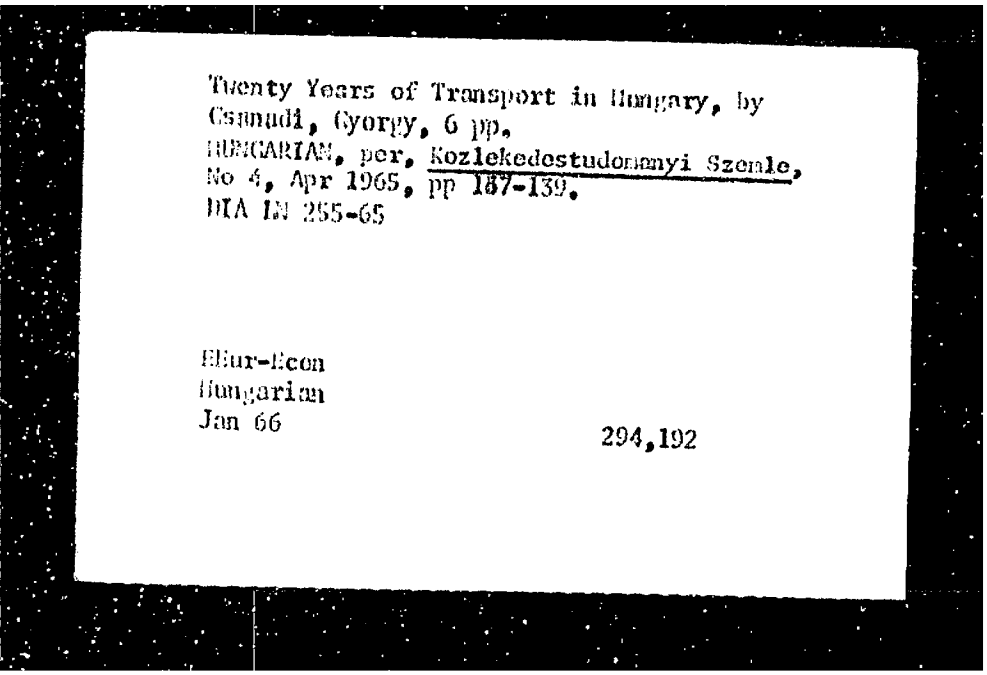

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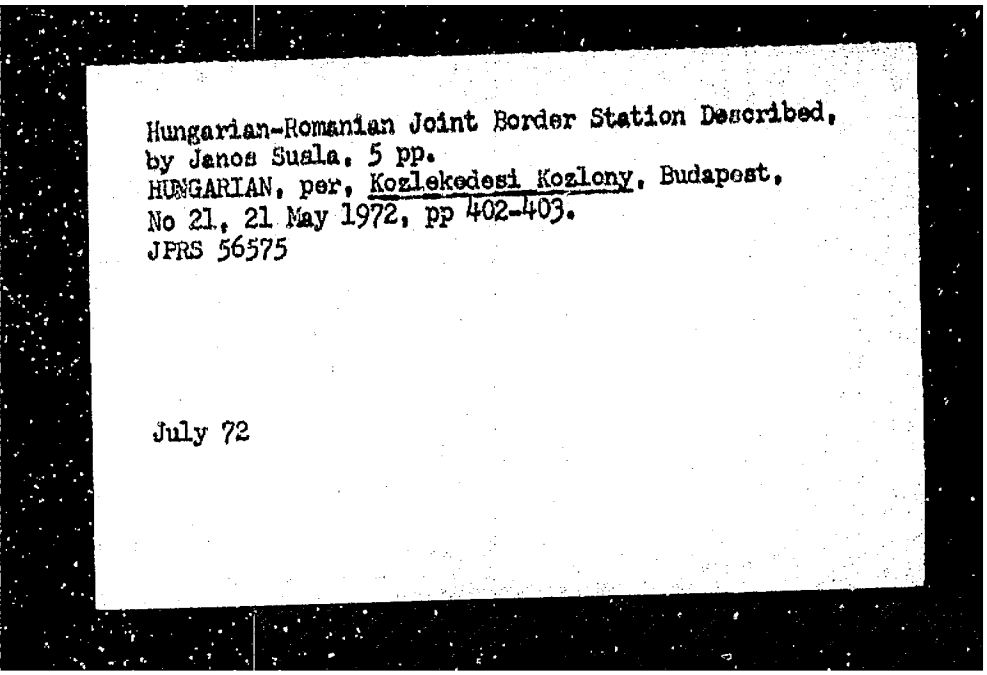

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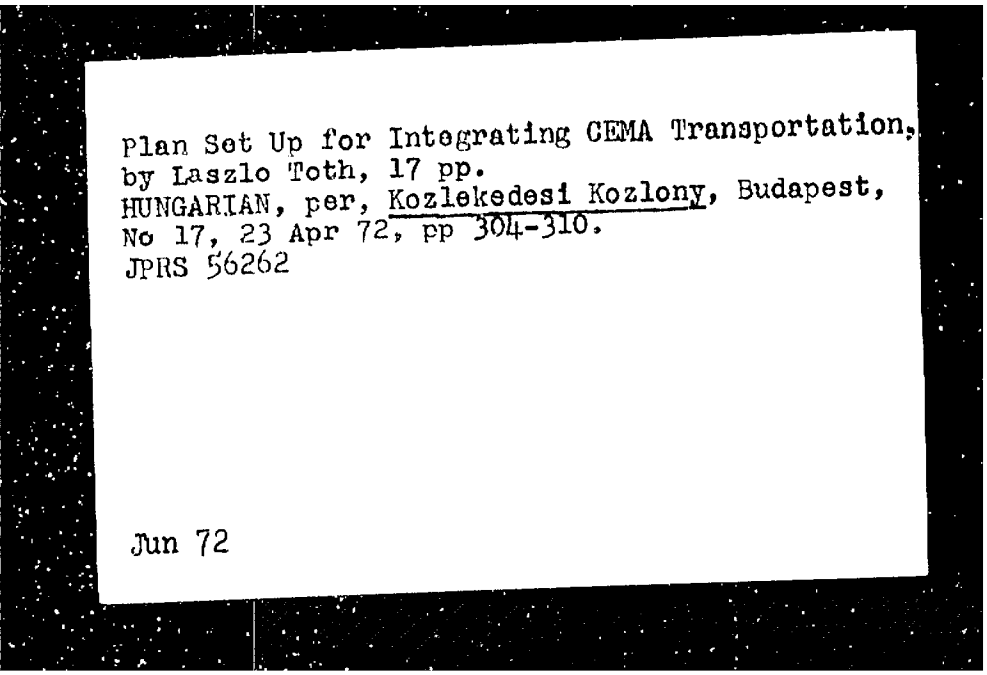

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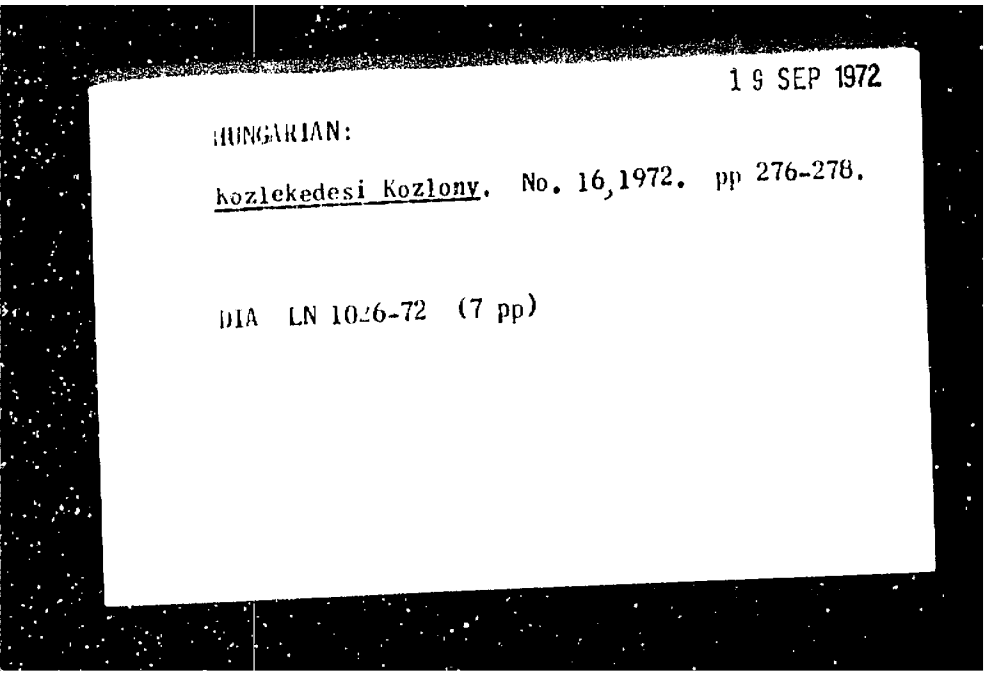

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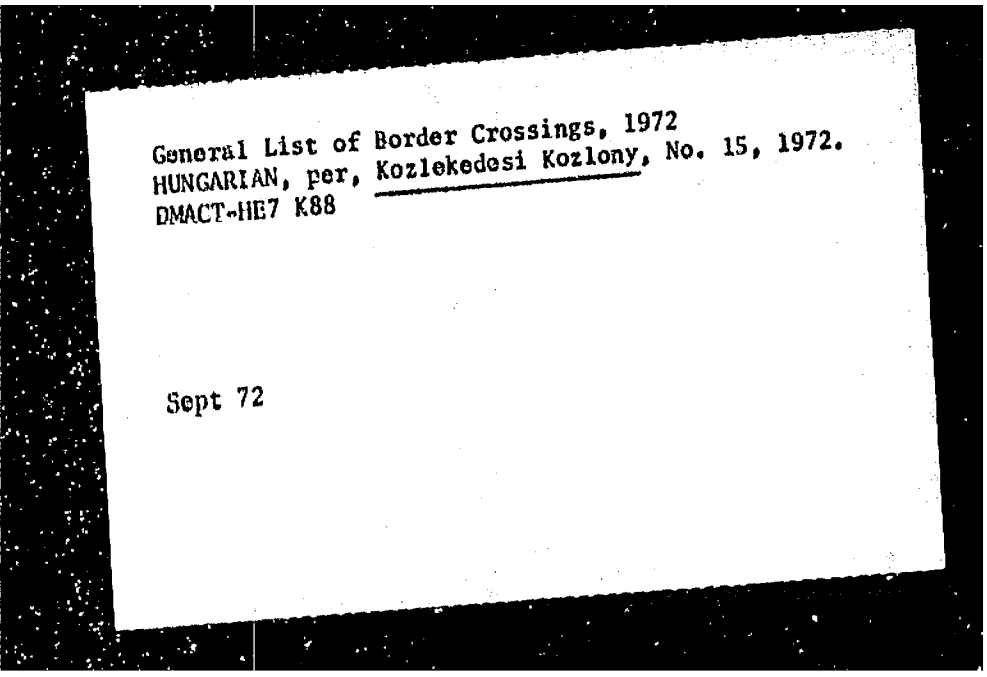

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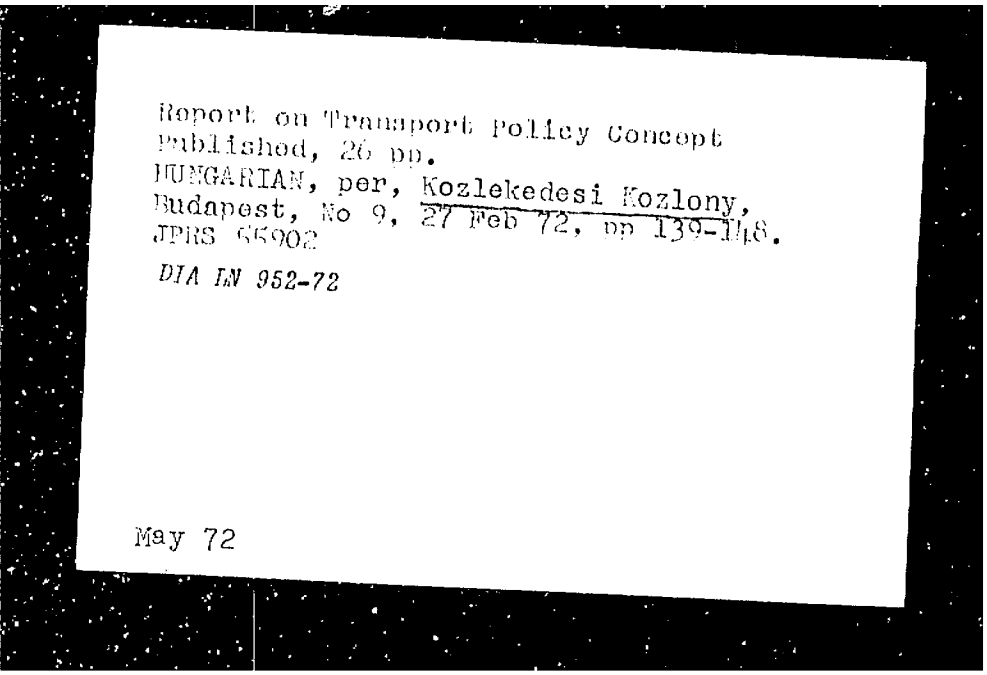

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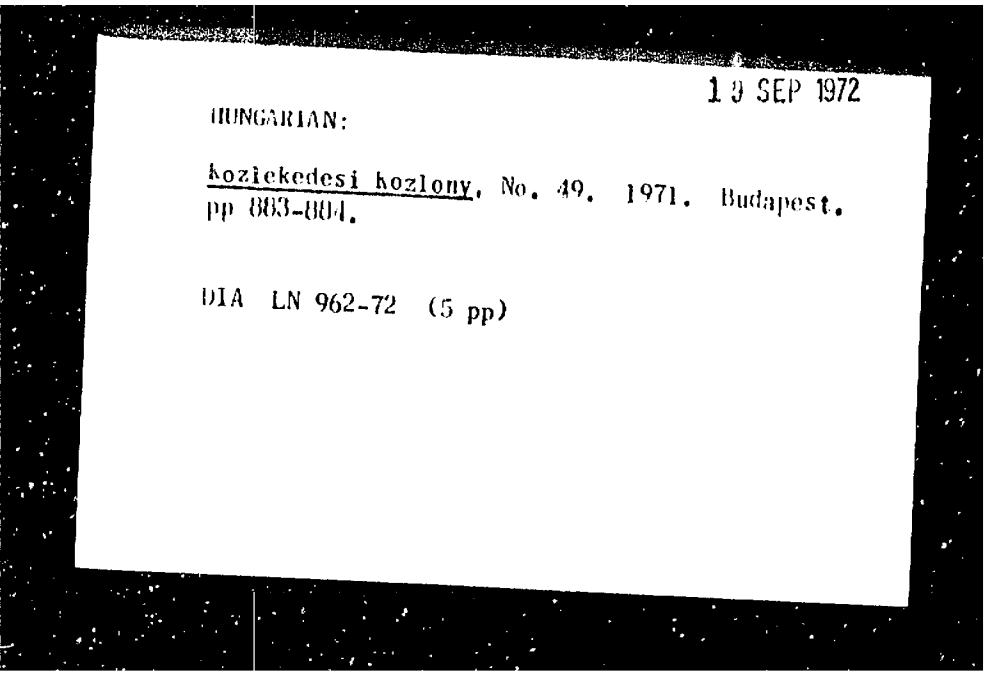

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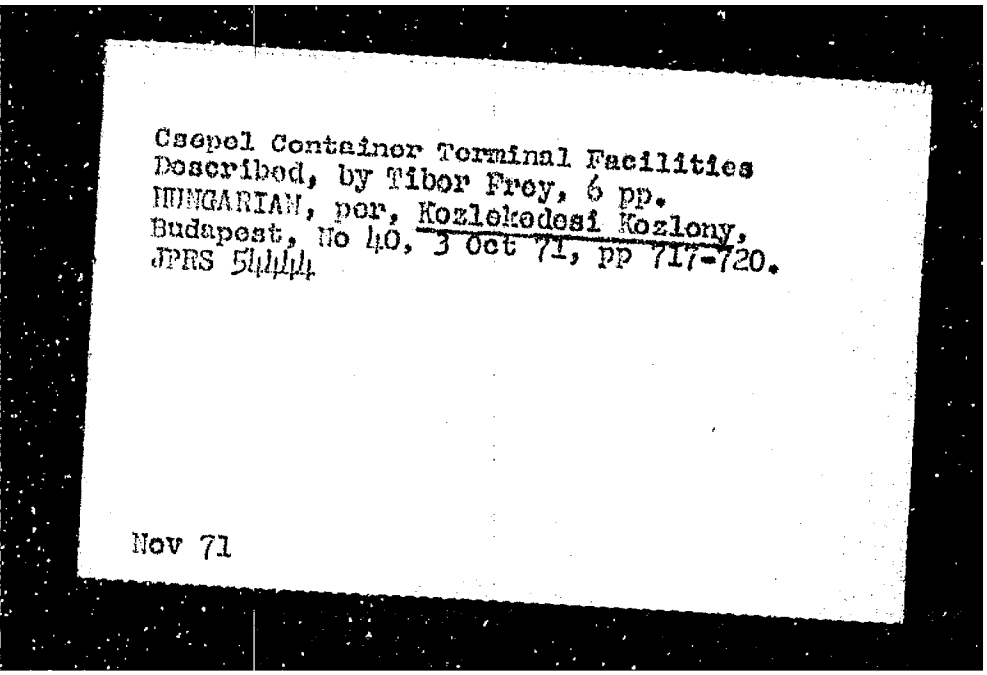

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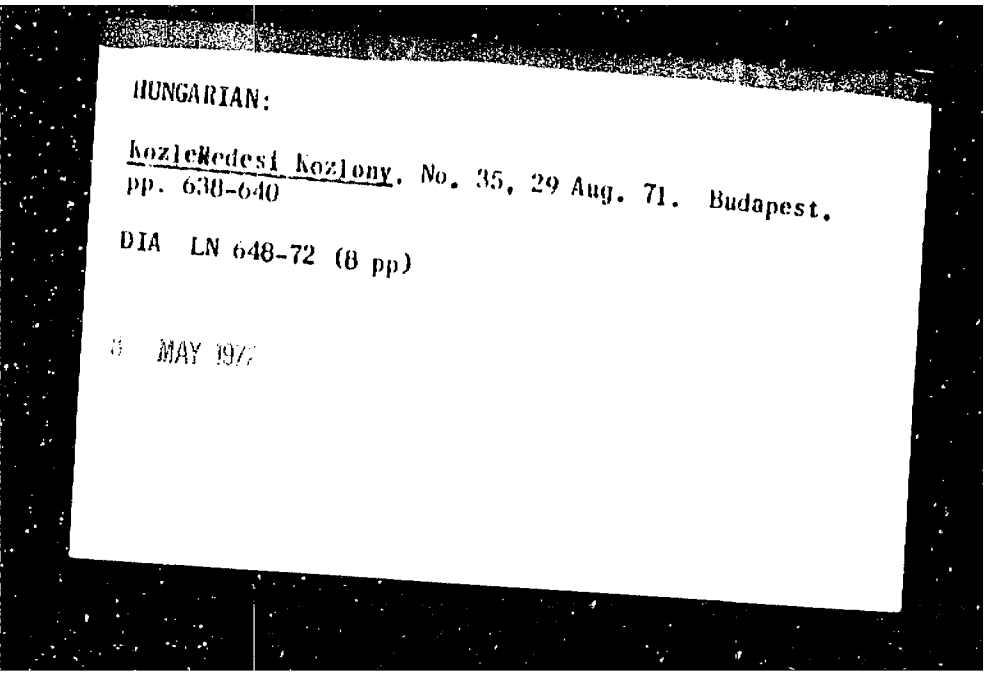

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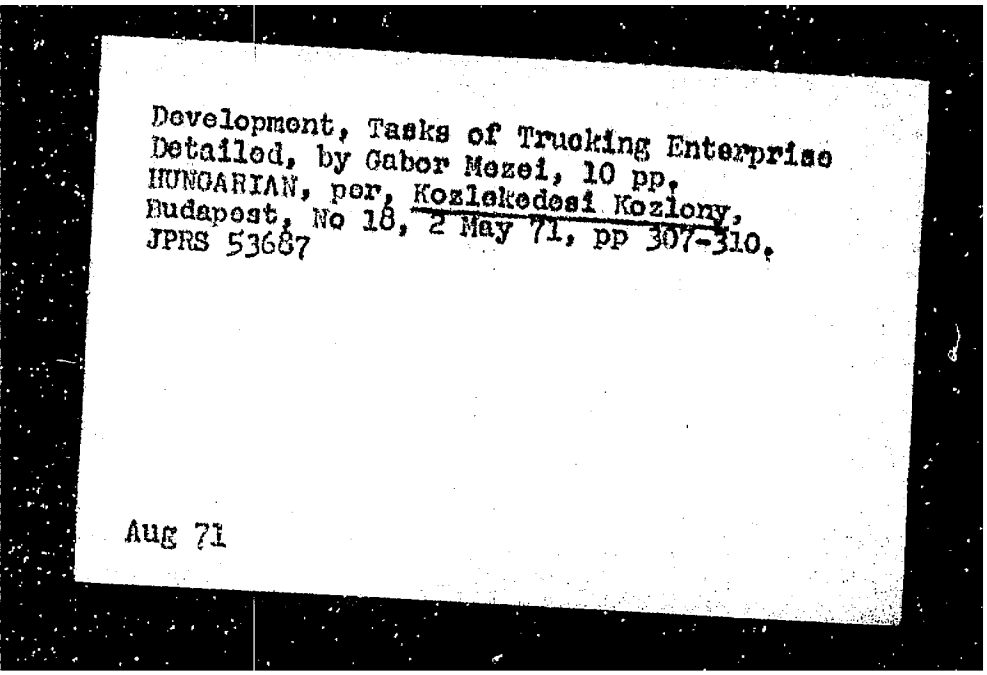

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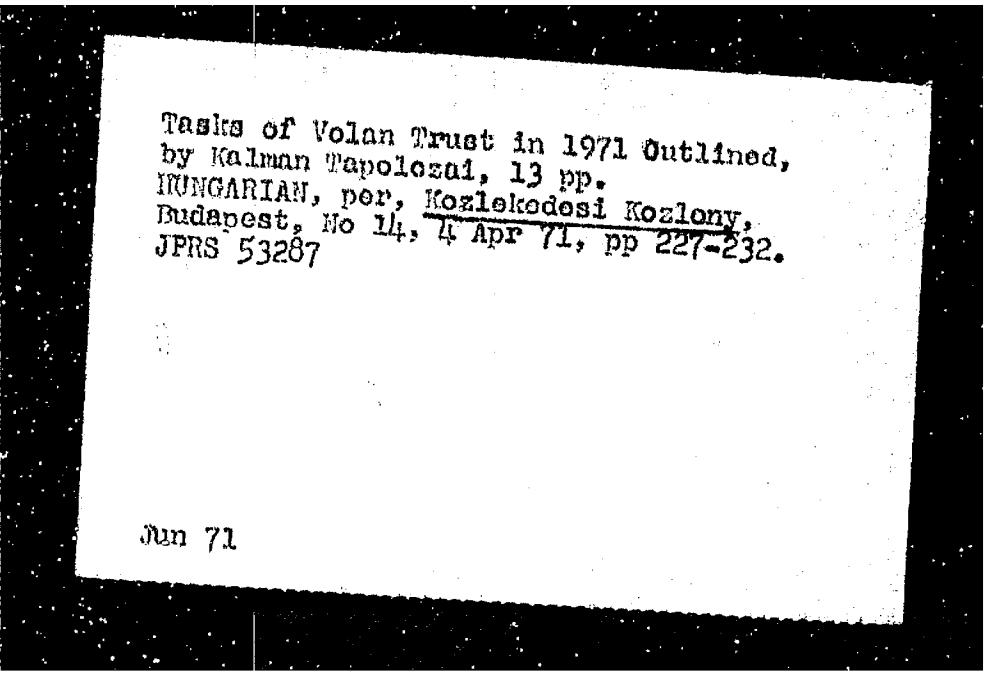

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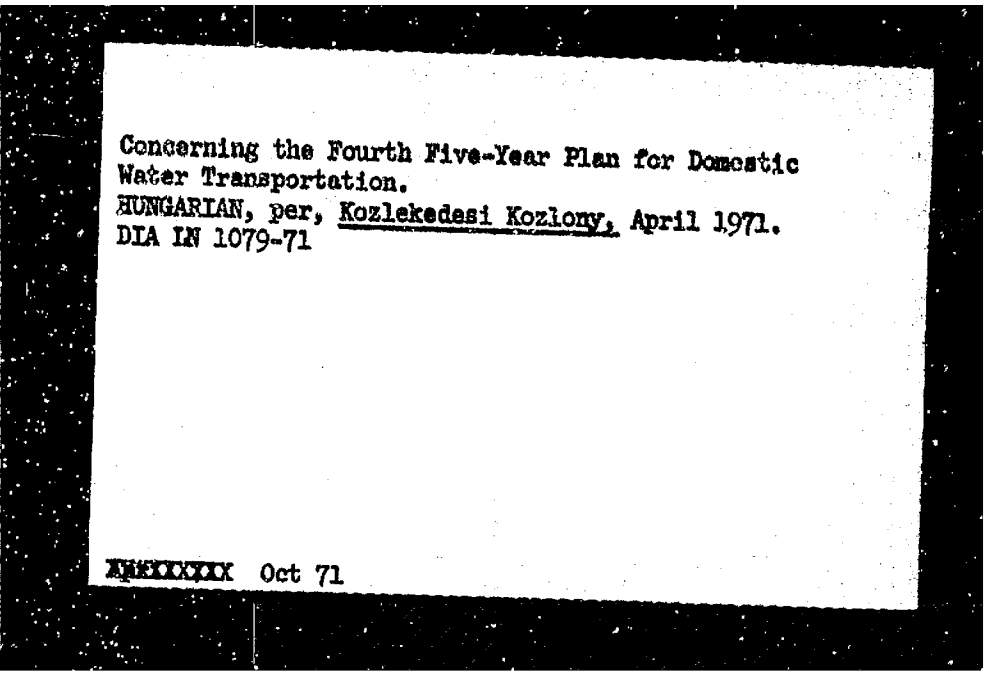

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The Realization of Transportation Policy Concepts
in the Fourth Five-Year Plan.
HUNGARIAN, per, Kozlekedesi Kozlony, No 50,
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DIA LN 771-71

Sept 71

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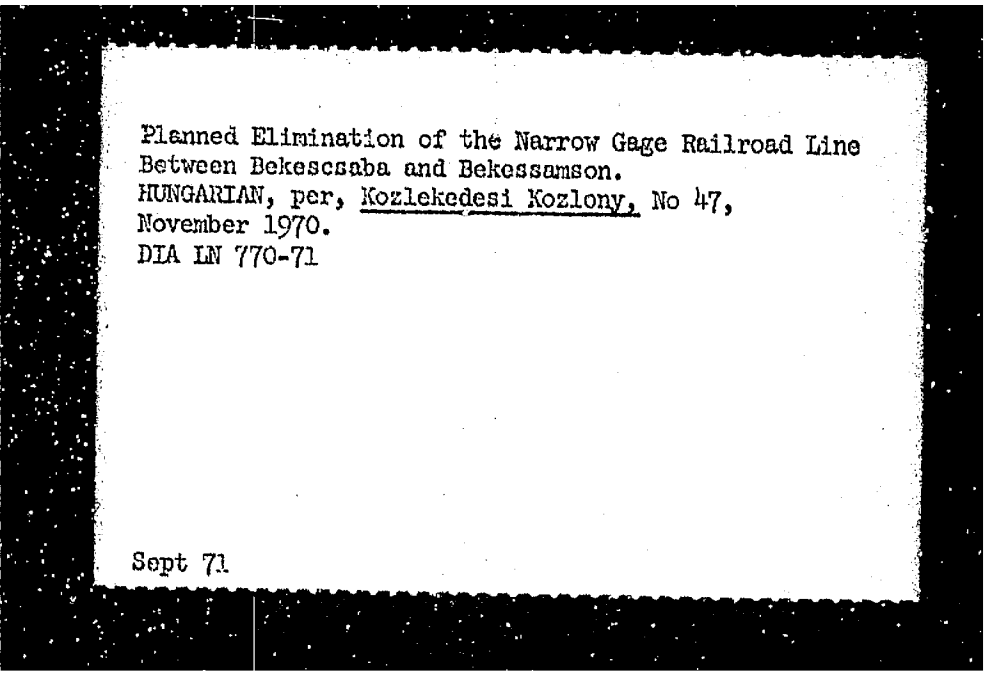

Planned Elimination of the Narrow Gage Railroad Line
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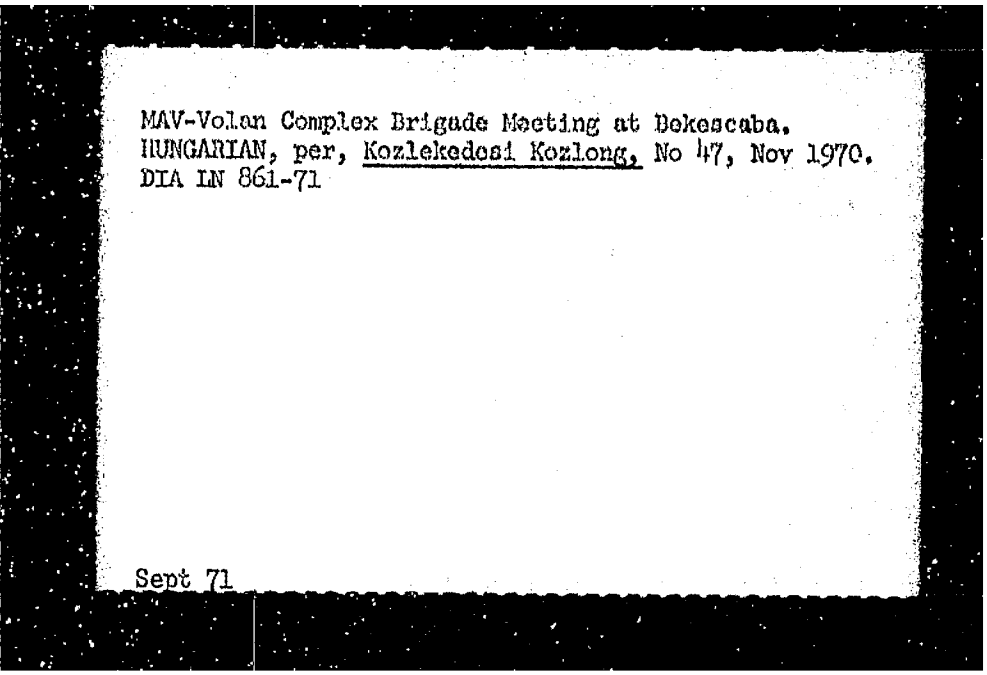

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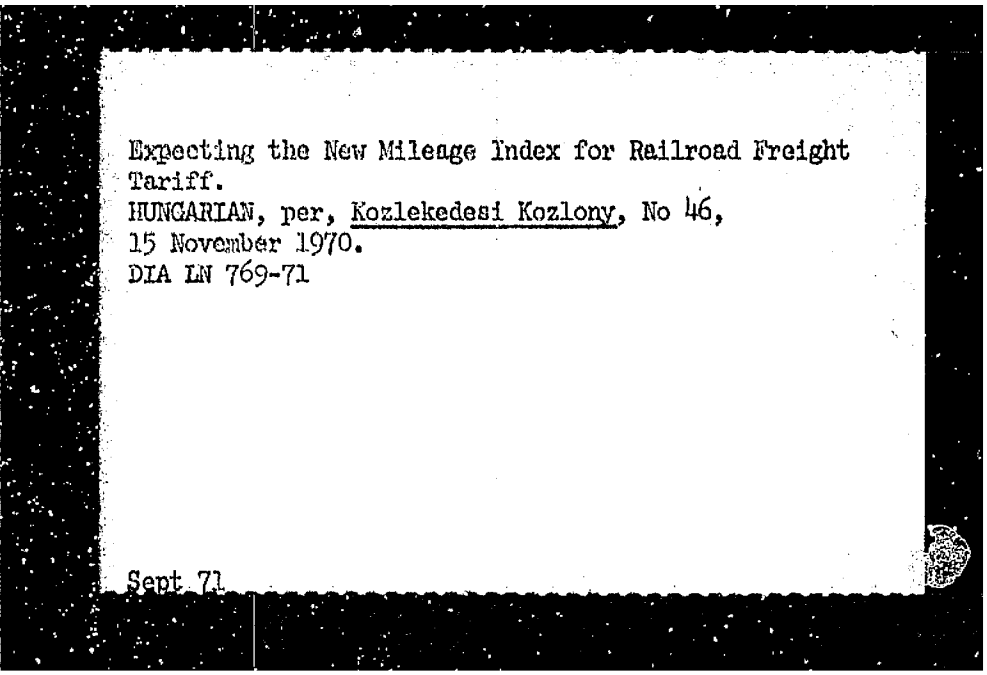

Expecting the New Mileage Index for Railroad Freight Tariff.
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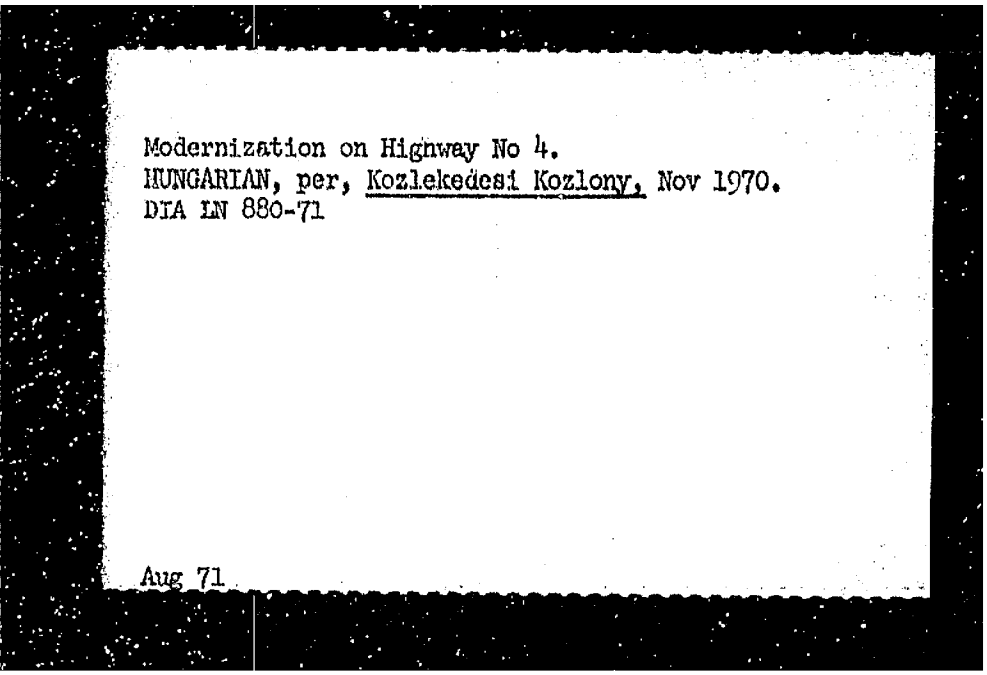

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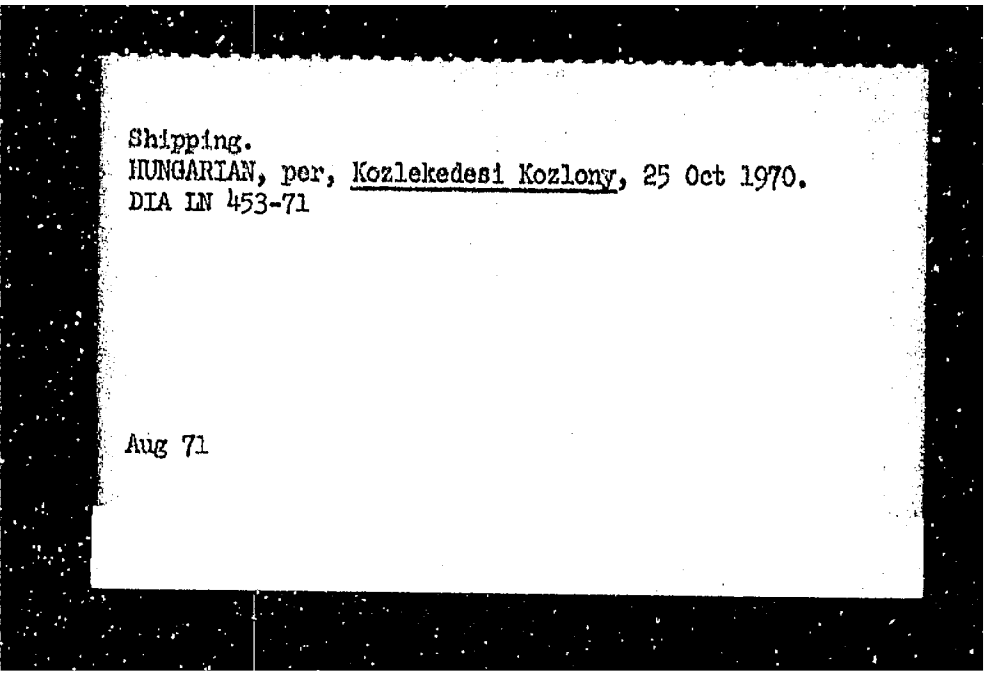

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The Economics of the Diversion to Highway Traffic of all Rail Transportation Between Kotegyhaza and Elek.
HUNGARIAN, per, Kozlekedesi Kozlony, 20 Sept 1970.
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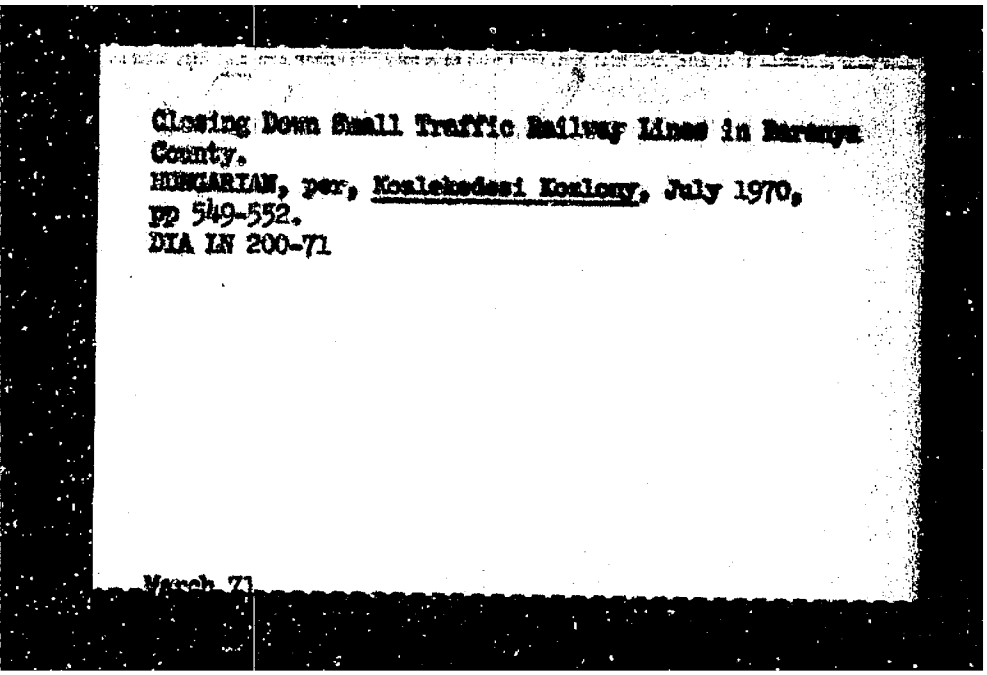

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